

CLAIM AMENDMENTS

The following is a complete list of claims. The claims below replace all prior versions of the claims in the application. Please amend claims 1, 5, 7 and 12. Please add claims 22 – 27.

1. (Currently Amended) A vessel, comprising:
 - a propulsion device;
 - a hull carrying the propulsion device and having at least three multiple operating modes in which the hull is operable to be moved by the propulsion device from a first geographic location to a second geographic location, wherein the at least three the multiple operating modes includes a SWATH ~~very shallow draft~~ mode; and
 - a system operable to select one of the operating modes.
2. (Original) The vessel of claim 1 wherein the system comprises a ballast system that is operable to select one of the operating modes by adjusting the draft of the vessel to a level that corresponds to the selected operating mode.
3. (Original) The vessel of claim 1 wherein the system comprises a ballast system that is operable to select one of the operating modes by adjusting a level of ballast within the vessel.
4. (Original) The vessel of claim 1, further comprising:
 - a payload; and
 - wherein the system comprises a ballast system that is operable to select one of the operating modes by adjusting the draft of the vessel using the payload.
5. (Currently Amended) A water vessel, comprising:
 - a hull having a first hull portion and a second hull portion and having at least three multiple operating modes in which the hull is operable to travel from a first geographic location to a second geographic location,

wherein the at least three multiple operating modes includes a SWATH logistics mode; and

a ballast system disposed within the hull and operable to select one of the operating modes corresponding to a predetermined mission by adjusting, during traveling from the first geographic location to the second geographic location, the draft of the vessel.

6. (Previously Presented) The vessel of claim 5 wherein the ballast system is operable to select a catamaran mode of operation by adjusting the draft of the vessel such that the hull is in a catamaran position with respect to the surface of the water.
7. (Currently Amended) The vessel of claim 5 wherein the ballast system is operable to select the a SWATH mode of operation by adjusting the draft of the vessel such that the hull is in a SWATH position with respect to the surface of the water.
8. (Previously Presented) The vessel of claim 5 wherein the ballast system is operable to select a low freeboard mode of operation by adjusting the draft of the vessel such that the hull is in a low freeboard position with respect to the surface of the water.
9. (Original) The vessel of claim 5 wherein the ballast system is operable to select a shallow water mode of operation by adjusting the draft of the vessel such that the hull is in a shallow water position with respect to the surface of the water.
10. (Original) The water vessel of claim 5, comprising:
 - a payload; and

wherein the ballast system is operable to adjust the draft of the vessel using the payload.
11. (Original) The water vessel of claim 5 wherein the first hull portion is parallel or approximately parallel to the second hull portion.
12. (Currently Amended) A method, comprising:

selecting one of at least three multiple-hull operating modes for a water vessel carrying a propulsion device, the vessel operable to be moved by the propulsion device in each of the hull operating modes from a first geographic location to a second geographic location, wherein the at least three multiple-hull operating modes includes a SWATH very-shallow-draft mode; and

operating the vessel in the selected hull mode.

13. (Previously Presented) The method of claim 12 wherein selecting the hull operating mode comprises setting a draft of the water vessel to a level that corresponds to the hull operating mode.
14. (Previously Presented) The method of claim 12 wherein the hull of the vessel, in the selected hull operating mode, has a corresponding hydrodynamic property that is related to a submerged portion of the hull.
15. (Previously Presented) The method of claim 12 wherein selecting the hull operating mode comprises adjusting the draft of the water vessel to a corresponding level.
16. (Previously Presented) The method of claim 12 wherein selecting the hull operating mode comprises adjusting the amount of ballast on the water vessel.
17. (Previously Presented) The method of claim 12 wherein selecting the hull operating mode comprises adjusting the amount of payload on the vessel.
18. (Previously Presented) The method of claim 12 wherein selecting the hull operating mode comprises adjusting the amount of payload and ballast on the water vessel.
19. (Previously Presented) The method of claim 12 wherein selecting the hull operating mode comprises adjusting a position of a payload relative to the water line.
20. (Previously Presented) The method of claim 12 wherein selecting one of multiple hull operating modes includes selecting a very shallow draft mode.
21. (Previously Presented) The method of claim 12 wherein selecting one of multiple hull operating modes includes selecting a shallow draft mode.

22. (New) A vessel, comprising:

a propulsion device;

a hull carrying the propulsion device and having multiple operating modes in which the hull is operable to be moved by the propulsion device from a first geographic location to a second geographic location, wherein the multiple operating modes includes a very-shallow-draft mode;

a payload; and

a system operable to select one of the operating modes, wherein the system comprises a ballast system that is operable to select one of the operating modes by adjusting the draft of the vessel using the payload.

23. (New) A water vessel, comprising:

a hull having a first hull portion and a second hull portion and having multiple operating modes in which the hull is operable to travel from a first geographic location to a second geographic location, wherein the multiple operating modes includes a logistics mode; and

a ballast system disposed within the hull and operable to select one of the operating modes corresponding to a predetermined mission by adjusting, during traveling from the first geographic location to the second geographic location, the draft of the vessel, wherein the ballast system is operable to select a SWATH mode of operation by adjusting the draft of the vessel such that the hull is in a SWATH position with respect to the surface of the water.

24. (New) A water vessel, comprising:

a hull having a first hull portion and a second hull portion and having multiple operating modes in which the hull is operable to travel from a first geographic location to a second geographic location, wherein the multiple operating modes includes a logistics mode;

a payload; and

a ballast system disposed within the hull and operable to select one of the operating modes corresponding to a predetermined mission by

adjusting, during traveling from the first geographic location to the second geographic location, the draft of the vessel using the payload.

25. (New) A method, comprising:

selecting one of multiple hull operating modes for a water vessel carrying a propulsion device, the vessel operable to be moved by the propulsion device in each of the hull operating modes from a first geographic location to a second geographic location, wherein the multiple hull operating modes includes a very-shallow-draft mode, and wherein selecting the hull operating mode comprises adjusting the amount of payload on the vessel; and

operating the vessel in the selected hull mode.

26. (New) A method, comprising:

selecting one of multiple hull operating modes for a water vessel carrying a propulsion device, the vessel operable to be moved by the propulsion device in each of the hull operating modes from a first geographic location to a second geographic location, wherein the multiple hull operating modes includes a very-shallow-draft mode, and wherein selecting the hull operating mode comprises adjusting the amount of payload and ballast on the water vessel; and

operating the vessel in the selected hull mode.

27. (New) A method, comprising:

selecting one of multiple hull operating modes for a water vessel carrying a propulsion device, the vessel operable to be moved by the propulsion device in each of the hull operating modes from a first geographic location to a second geographic location, wherein the multiple hull operating modes includes a very-shallow-draft mode, and wherein selecting the hull operating mode comprises adjusting a position of a payload relative to the water line; and

operating the vessel in the selected hull mode.